

the rank of lieutenant colonel. After the war he rose to become editor of The Charlotte News in North Carolina. He went to The Arkansas Gazette as editor of its editorial page in 1947 and was promoted to executive editor.

In addition to his wife, the former Barbara Edith Laier, whom he married in 1940, Mr. Ashmore is survived by a daughter, Anne Ashmore of Washington.●

PRAISING CRAIG A. HIGGINS FOR HIS SENATE SERVICE

● Mr. SPECTER. Mr. President, Mr. Craig A. Higgins, Clerk of the Senate Appropriations Subcommittee on Labor, Health and Human Services, Education, and Related Agencies, recently announced that he will soon be joining the National Human Genome Research Institute at the National Institutes of Health as its Senior Advisor for Legislative Affairs. I offer him, on behalf of all my Senate colleagues, our goodwill and best wishes as he assumes his new duties and responsibilities at NIH.

Mr. Higgins has served with loyalty and with distinction in the United States Senate for nearly 18 years. He has worked for Senator Mark O. Hatfield as a legislative assistant from 1980 to 1987. He then joined the subcommittee staff, becoming Clerk of the subcommittee in 1995. He is well known to be a dedicated and conscientious staff member who, like many staff members, has spent countless hours of energy, time, and effort in producing bills, reports, and hearings. During his stewardship of our subcommittee, Craig has continued the tradition of bipartisanship in the formulation of this very important bill. He understands the many needs of the American people and sought constructive solutions to better enable our government to address those needs. He devoted considerable time helping individual constituents and informing the public about the work of the subcommittee.

Craig has earned the respect of the leadership of these agencies and of the Members and staff of the Senate by being fair, responsive, and helpful. Both Democrats and Republicans have trusted his advice and counsel as our subcommittee confronted the many issues.

In his new position at NIH, Craig will no doubt continue his outstanding work in advancing the promise of genome research. With his professionalism and legislative experience, he brings to the task exceptional talent and energy, and I have the highest degree of confidence that his ability and dedication will continue his remarkable record of excellence.

I would take this opportunity again to thank Craig for his service to our subcommittee. As a devoted father to his children, Keith and Kristin, and husband to his wife, Wendy, Craig, like the many other parents in our workforce, has balanced home life with career. In many ways, his work in the Senate is motivated in large part in securing a stronger future for all fami-

lies, including his own. I join my Senate colleagues in wishing Craig well and we expect for him to continue the highest traditions of excellence at his new post at the National Human Genome Research Institute.●

CRS PRODUCTS OVER THE INTERNET

● Mr. LEAHY. Mr. President, I rise to offer my support to legislation introduced by Senator MCCAIN, S. 1578, to make Congressional Research Service Reports, Issue Briefs, and Authorization and Appropriations products available over the Internet to the general public.

I applaud the goal of this legislation to allow every citizen the same access to the wealth of information at the Congressional Research Service (CRS) as a Member of Congress enjoys today. CRS performs invaluable research and produces first-rate reports on hundreds of topics. The taxpayers of this country, who pay CRS's annual budget of \$60 million, deserve speedy access to these wonderful resources.

I understand that the staff at CRS has raised some questions about how this bill may affect their charter mandate to provide "confidential analysis and information exclusively for Congressional clients." I want to work with Senator MCCAIN, the other cosponsors of this bill and the Senate Rules Committee to ensure that Members who request confidential research have control over the release of that research. But we can do both—protect truly confidential research and give our citizens electronic access to non-confidential CRS products.

I want to commend the Senior Senator from Arizona for his leadership on opening public access to Congressional documents. I share his desire for the American people to have electronic access to many more Congressional resources. I look forward to working with him in the days to come on harnessing the power of the information age to open up the halls of Congress to all our citizens.●

REGULATING DUNGENESS CRAB HARVEST ON THE WEST COAST

● Mr. GORTON. Mr. President, I rise today to state that I intend, with my colleague from Washington state, Senator MURRAY, to introduce legislation shortly after this recess to ensure fair management of Dungeness crab on the West Coast. The legislation is supported by the Pacific Fishery Management Council, and represents an agreement reached by industry representatives, tribal representatives, and state fishery management agencies in Washington, Oregon, and California. The legislation will extend and expand the current interim authority for these states to manage Dungeness crab beyond three miles from their shores.

Historically, the crab fisheries off the coasts of California, Oregon, and Wash-

ington have been managed by the three states, and through cooperative agreements between them. The state jurisdiction, however, extends only to three miles. This limitation is particularly significant in Washington state, where approximately 60-80 percent of the crab is caught beyond three miles. While states can regulate their own fishermen beyond three miles, they have not historically been able to regulate fishermen from other states.

Although Washington, Oregon, and California have all adopted limited entry programs to conserve and manage crab, Oregon vessels can and do fish for Dungeness crab in waters more than three miles off Washington, and, until interim authority was granted in 1996 in the Sustainable Fisheries Act, Washington could not regulate these vessels. The same, of course, was true of Washington vessels fishing off the coast of Oregon.

The problem with the inability to manage out-of-state vessels beyond three miles became critical in 1995, when a Federal district court allocated a large portion of the crab to Indian tribes, and threatened in this way to deprive non-tribal fishermen, who have been fishing for generations, of their livelihoods. Without the ability to regulate vessels from Oregon, all of the allocation to the tribes would come from Washington non-tribal fishermen. This simply is not fair. The bill I will introduce will continue to give the fishery managers in Oregon, California, and Washington, the authority to regulate all crabbers equally in the exclusive economic zone adjacent to the state. This regulatory authority will help to ensure that the cost of the tribal allocation will be borne more fairly by all commercial crabbers who fish in the EEZ adjacent to Washington, not just crabbers whose vessels are registered in the state.

As I mentioned, in 1996, I succeeded in obtaining a provision in the Sustainable Fisheries Act, which gave limited interim authority to the West Coast states to manage the Dungeness crab fishery beyond three miles. This interim authority expires in 1999. It was anticipated that the Pacific Council would, by that time, prepare a Fishery Management Plan that could be delegated to the states. The Council has determined, however, through a careful, public, and inclusive process, that, given the unique nature of the West Coast fisheries in which you have effective state management, cooperation among the states, and agreement on the legislation I will introduce, there is no need for Federal management of this fishery.

I look forward to working with my colleagues to secure quick passage of the bill.●

PHILIP HITCH

● Mr. STEVENS. Mr. President, the Defense Department and Congress recently lost an able and dedicated adviser. Mr. Philip Hitch, Department of

Defense Deputy General Counsel for Fiscal Matters died recently at the age of 52. Phil had served the Department of Defense for 27 years in a number of positions.

Mr. Hitch began his career in the Army, serving from 1971 to 1975 as an Assistant Staff Judge Advocate for the Military Traffic Management Command. Upon leaving the Army in 1975, he represented the Office of the Counsel for the Navy Comptroller. He became the Counsel for the Navy Comptroller in 1981.

In 1992, Philip Hitch became the Deputy General Counsel for Fiscal Matters for the Department of Defense. In this role, Phil served the Defense Department capably by supporting DOD's legislative proposals regarding financial matters. Equally important, at a time of significant Congressional activity in the areas of Defense navigate its way through the process of change.

However, few know that the Congress, particularly the Senate Appropriations Committee's Subcommittee on Defense, relied heavily on Phil for advice on general provisions and other financial legislation under consideration. In this sensitive and occasionally conflicting role, Phil was able to provide thoughtful and precise legal counsel while maintaining the trust the Committee needed in the delicate task of seeking Defense Department views on legislative proposals. In this role, Phil was able to make a significant contribution to the nation's defense acquisition process, serving both the Defense Department and committee on Appropriations as confidant and counsel.

In a busy town dominated by people seeking to be heard and recognized, Phil Hitch generally sought neither. Indeed, one of Phil's strong qualities as his willingness to take time and listen to all aspects of the issue at hand. When asked for his advice, it was clear and concise—formulated to make the process of managing fiscal legal matters more productive for the nation as a whole.

Fortunately, I can tell you that the quality of Phil's work was recognized through his receipt of the Presidential Rank Award for Meritorious Service and the Navy Distinguished Service Award. The Navy Distinguished Service Award notes that "Mr. Hitch has left indelible contributions to the management and operations on the Department of the Navy."

Mr. President, the Defense Department and the Senate will miss his wise counsel.●

100TH ANNIVERSARY OF SINKING OF U.S.S. "MAINE"

● Ms. SNOWE. Mr. President, one hundred years ago this Sunday, February 15, a tragic event took place in Havana harbor which claimed the lives of 260 officers and crew and hurtled our nation into war. I rise today to remember the U.S.S. *Maine* on the 100th anniversary

of her destruction, and to honor the memories of those brave men who died in service aboard that mighty ship.

True to her namesake's motto, "Dirigo", or "I Lead", the *Maine* was one of the first surface combatants to be designated as a battleship. When she was commissioned in 1895 she was, at 319 feet in length, the largest ship ever built in a U.S. Navy shipyard. A state-of-the-art vessel, the *Maine* was showcased in many ceremonial events and was the pride of the U.S. Navy.

Then, on February 15, 1898, destiny called upon the U.S.S. *Maine*, her officers and her crew. On that night—a quiet and still evening by accounts from survivors—an explosion shattered the tranquility of Havana Harbor and tore through the *Maine*, blowing apart her berthing deck and hurling much of her starboard side into the water. After several smaller explosions in the ship's magazines, only 88 men remained among the living, and the United States and Spain were one giant step closer to war.

Soon after the tragedy, eight more men died and in the weeks following six more deaths would be attributed to injuries suffered aboard the *Maine*. Initial Navy reports suspected a mine sank the *Maine*, but urged caution until further investigations could be conducted. The outrage surrounding the incident was taking on a life of its own, however, as papers throughout America reported to a stunned and outraged nation that the pride of our Navy had been destroyed by an enemy mine set in Havana Harbor with the sole and deadly purpose of sinking the *Maine*.

On March 23, 1898, a Navy board officially concluded that it was, in fact, a mine that put the *Maine* on the bottom of Havana Harbor. By April, the infamous expression "Remember the *Maine*" became a rallying cry for a nation and by the end of that month, President McKinley had ordered a naval blockade which precipitated a formal declaration of war by the U.S. Congress against Spain.

The Captain of the U.S.S. *Maine*, Captain Charles Sigsbee, who survived the tragedy, put the scope of the U.S.S. *Maine* disaster in perspective after the Spanish-American War ended. He said: "During the recent war with Spain, about 75 men were killed and wounded in the United States Navy. Only 17 were killed. On board the *Maine*, 252 men were killed outright and eight died later—nearly fifteen times as many as were killed in the United States Navy by the Spanish land and naval forces during the entire war."

We may never know precisely why the *Maine* met her end that night one hundred years ago. Today, controversy still surrounds the original theory that it was a mine that sank her. Indeed, a 1976 report compiled by the order of Admiral Hyman Rickover concluded that it was an internal fire in a coal bunker next to the *Maine*'s powder magazines that led to the fatal explosion.

More recently, tests results reported in National Geographic magazine, based on a careful computer analysis of photographs of the twisted hull, proved inconclusive.

While the means by which she met her end may always be a mystery, one thing is for certain: there will never be a debate about her place in history. And there will never be a debate about the bravery of those souls lost aboard the *Maine* in a flash of fire and chaos.

That is why we remember the *Maine*. Captain Sigsbee, knowing of the controversy surrounding the cause of the explosion and its consequences, admonished us to recall the most honorable reason to remember her: "In the way that the men of the *Maine* suffered there was enough of the heroic to provide a sound foundation for the motto, "Remember the *Maine*".

And so we do so today, and always. Remembrance events are scheduled to take place across the country: at Arlington Cemetery, in Bangor, Maine—where the shield and scroll of the ship rest today, in Central Park in New York City, in Key West, Florida, and at the Naval Academy in Annapolis, Maryland. Liz Henning, Midshipman at the Naval Academy, will likely be there: in the recent National Geographic story on the *Maine*, she was quoted as saying, "We still think about those guys on the *Maine* * * * Navy people never forget".

Nor will Mainers ever forget. In Bangor, an appropriate memorial to the *Maine* reminds us of that fateful day one hundred years ago. In the Blaine House in Augusta—the Governor's residence—the silver soup tureen and vegetable dish from the original U.S.S. *Maine*, along with the loving cup, have been displayed for the past 70 years and have become one of our state's most unique treasures. The story of the recovery of these pieces from the bottom of the ocean in Havana Harbor has always brought a look of awe and amazement to the eyes of Maine's children, and it was always clear to me that these pieces are our living link to Maine's maritime heritage.

And now, I am proud to say that the U.S. Postal Service will help keep the spirit of those lost on the *Maine* alive. Key West, Florida, one of the last ports of call for the U.S.S. *Maine*, and the place where many of the brave Americans who died aboard the *Maine* are buried, is the location for the First Day and City of Issue for the stamp. Key West will host a first-day ceremony and will use a distinctive First Day of Issue cancellation.

I would like to thank Postmaster General Marvin Runyon for agreeing to my request for a special, limited advance release this weekend of the Postal Service stamp commemorating the centennial of the sinking of the *Maine*. The stamp will be distributed during the U.S.S. *Maine* Centennial observance in Bangor. Rather than the First Day of Issue cancellation, the stamps will be canceled with a special pictorial of the U.S.S. *Maine* designed in Bangor.